



MEETING NOTICE

TUALATIN PARK ADVISORY COMMITTEE

February 10, 2015 - 6:00 PM

COMMUNITY SERVICES ADMINISTRATION OFFICE

Tualatin Community Park

8515 SW Tualatin Road

A. CALL TO ORDER

B. APPROVAL OF MINUTES

1. January 27, 2015

C. ANNOUNCEMENTS

1. Chair
2. Staff
3. Public

D. OLD BUSINESS

1. Tualatin River Greenway Trail Gap Completion Project Update
(Paul Hennon and Rich Mueller)

E. NEW BUSINESS

1. Annual Report of Committee
(Rich Mueller)
2. Annual Metro Trails Fair & International Trails Symposium
(Rich Mueller)
3. Active Transportation
(Rich Mueller)

F. FUTURE AGENDA ITEMS

G. COMMUNICATIONS FROM COMMITTEE MEMBERS

H. ADJOURNMENT



DRAFT MINUTES

TUALATIN PARK ADVISORY COMMITTEE

January 27, 2015

COMMUNITY SERVICES ADMINISTRATION OFFICE

Tualatin Community Park

8515 SW Tualatin Road

MEMBERS PRESENT:	Kay Dix, Connie Ledbetter, Dana Paulino, Valerie Pratt, Stephen Ricker, Dennis Wells
MEMBERS ABSENT:	Bruce Andrus-Hughes
STAFF PRESENT:	Rich Mueller, Parks and Recreation Manager
PUBLIC PRESENT:	None
OTHER:	Jason Garland, Habitat Restoration, LLC

A. **CALL TO ORDER**

Chairperson Valerie Pratt called the special meeting to order at 6:04 pm.

B. **APPROVAL OF MINUTES**

The minutes of December 9, 2014 was approved, by a motion from Stephen Ricker, which was seconded by Kay Dix, and carried unanimously.

C. **ANNOUNCEMENTS**

1. Chair

There were none.

2. Staff

Rich Mueller provided updates on Bark in the Park volunteer event, Put Down Roots in Tualatin volunteer events, Tualatin Youth Advisory Council attending National League of Cities Congress & Exposition, International Trails Symposium and the Metro News article on "Tualatin filling a gap in its premier greenway".

3. Public

Jason Garland from Habitat Restoration introduced himself and expressed his interest in the Tualatin River Greenway Shared Use Path project.

D. **OLD BUSINESS**

1. Tualatin River Greenway Gap Completion Project Update

Rich Mueller updated the committee on the alignment and design of the Tualatin River Greenway Trail project. Committee members discussed the trail alignment, design, features and amenities. The benefits and challenges were reviewed, along with discussing the projected schedule. Rich indicated the project cost is being refined and remains within budget. Public involvement and input process was discussed. Committee members looked over the project designs and plans, along with talking about the interpretive concepts.

E. NEW BUSINESS

1. Master Plan Update

Rich Mueller distributed a draft charter for the parks and recreation master plan. Some scope ideas were mentioned as Rich indicated the schedule is projected to begin in spring and last approximately 18 months. Committee members expressed their interest in beginning the process of updating the master plan.

2. Regional Trail Wayfinding Signage

Rich Mueller provided information on the Metro wayfinding signage project on the Tualatin River Greenway Shared Pathway. Tualatin is currently scheduled to have 53 trail directional and informational signs, with an additional 30 mile markers. There will be trailhead, trail access, pedestrian directional, off street multi-use directional and connection signs from Brown's Ferry Park to Ki-a-Kuts Bridge in Community Park. A Metro funding source will supply the signs and hardware and the city parks operation staff plan to install the signage.

3. Metro Parks and Natural Area System Plan

Rich Mueller reported and provided a presentation from Metro on their Parks and Natural Areas System Plan. Committee members reviewed a map showing Metro sites and property. The Metro Regional Trails and Greenways map was distributed along with the system plan timeline. The committee reviewed and discussed a hard copy of the Metro power point presentation. The members were supportive of the current city partnership with Metro, and will consider if they would like to provide additional input for the system plan.

F. FUTURE AGENDA ITEMS

Rich Mueller requested that committee members prepare to discuss the annual report at the next meeting.

G. COMMUNICATIONS FROM COMMITTEE MEMBERS

Dana Paulino mentioned a vision site safety issue with a sign in the Nyberg Rivers development. Rich will provide contact information to report to the appropriate staff at community development.

Connie Ledbetter shared that the National Recreation and Park Association 30 year Parks and Recreation Month was coming up in July.

H. ADJOURNMENT

Steve Ricker, moved that the meeting be adjourned, second by Dana Paulino, the motion passed, and Dennis Wells adjourned the meeting at 7:28 pm.



MEMORANDUM

CITY OF TUALATIN

DATE: February 10, 2015

TO: Tualatin Park Advisory Committee

THROUGH: Paul Hennon, Community Services Director

FROM: Rich Mueller, Parks & Recreation Manager

SUBJECT: TUALATIN RIVER GREENWAY TRAIL GAP COMPLETION PROJECT
- Update on Final Design Phase

The staff will present an update on the final design of the Tualatin River Greenway Gap Trail Completion Project, including a discussion of the scope, schedule, budget and related issues.

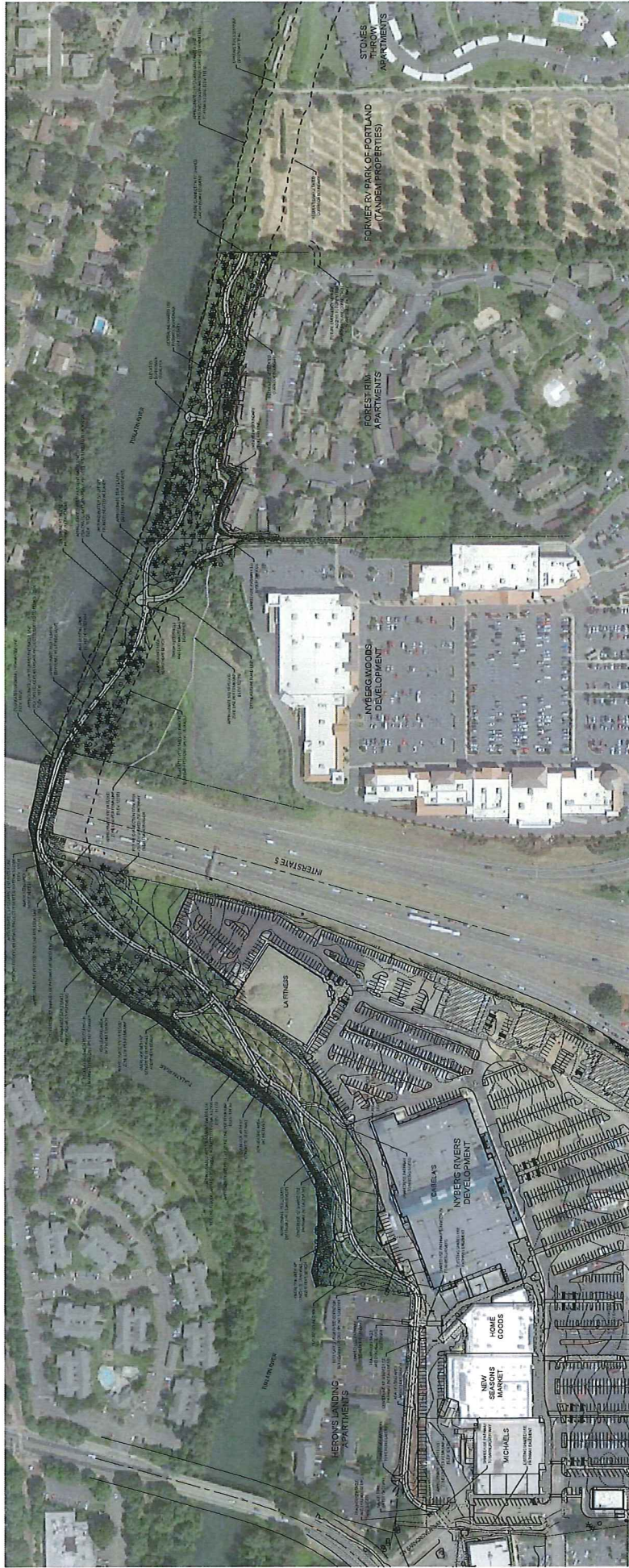
The Tualatin River Greenway Gap Completion Project will provide a new bicycle and pedestrian path connecting people with nature while enabling easy and safe exercise, recreation and wildlife viewing, and commuting between residential and commercial areas and public facilities.

The path will be a 10 to 12 foot wide shared-use bicycle and pedestrian path between the new Barngrover Street (near the Tualatin Public Library) and the Old RV of Portland site on Nyberg Lane, a distance of about three quarters of a mile.

The final design is about 75% complete and is scheduled to go to bid by April 1, 2015, with construction completed and the facility opened for public use in the winter of 2015/2016. Preliminary cost estimates are within available funding.

Attachments:

(1) Tualatin River Greenway Trail Gap Completion Project Map



Tualatin River Greenway - Shared Use Pathway

Preferred Alignment

5TH ANNUAL METRO TRAILS FAIR & 2015 INTERNATIONAL TRAILS SYMPOSIUM TRAILS PUBLIC AWARENESS DAY

SUNDAY, MAY 17

12:00 - 5:00 PM

OREGON CONVENTION CENTER

Exhibit Halls A1 and B

777 NE Martin Luther King Jr Blvd, Portland OR

- Visit the Symposium Exhibit Hall and its unique “indoor trails system” and learn about trails from all over the country. Booths, presentations, and workshop activities for all ages!
- Non-profits can host a table at this one-day event for \$25, businesses for \$100. Visit www.AmericanTrails.org/2015 to reserve a space!
- For information on sponsoring the three day symposium, go to www.AmericanTrails.org/ee/index.php/symposium/Support_2015 and download the Sponsor & Exhibitor Packet.
- Celebrate trails and have fun!



www.AmericanTrails.org/2015

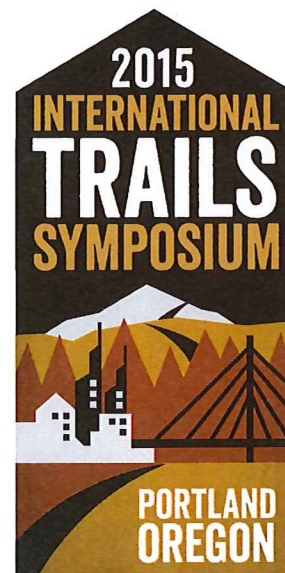
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2014 REGIONAL

ACTIVE TRANSPORTATION PLAN

Executive Summary: Challenges and Recommendations

The 2014 *Regional Active Transportation Plan* (ATP) provides a vision, plan and policies for communities in our region to increase transportation options and support economic development, healthy active living and equity. An agreed upon regional strategy knits together local plans and projects efficiently, consistently and cohesively. Acting on the ATP recommendations will help achieve goals, targets and the region's adopted Six Desired Outcomes.

Active transportation is human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, the use of strollers, wheelchairs and mobility devices, skateboarding, and rollerblading are all active transportation. Active transportation supports transit.

- **Vision.** A bold vision for the future based on shared values, local plans, existing investments and successes.
- **Plan.** A plan that knits together local projects and routes to achieve complete and seamless regional pedestrian and bicycle networks that make active travel easy, comfortable and safe.
- **Policies.** A set of recommended policies and actions to help achieve goals, targets and desired outcomes.



People walk, ride bikes and use active travel for all types of trips – to catch the bus or train, get to school and work, go to the store and run errands, and visit friends, as shown here in downtown Lake Oswego. Photo: Metro

Vision and desired outcomes

ATP recommendations help achieve a vision of a complete transportation network in 2040 where walking and bicycling are prioritized. The vision is based on shared values and the desire to achieve the region's Six Desired Outcomes.

In 2040, people across the region have been meaningfully involved to create a transportation system that meets their needs. Convenient and safe access to active transportation has helped create and maintain vibrant communities in the region. Connected and safe pedestrian, bicycle and transit networks provide transportation choices throughout the region. People of all ages, abilities, income levels and backgrounds can walk and bike easily and safely for many of their daily needs and the walking and bicycling environment is welcoming to them. A majority of the short trips in the region are made by bicycling and walking. Children enjoy independence walking and biking to school and seniors can age in place and can get around easily without a car. Active transportation contributes significantly to the region's economic prosperity. Household transportation costs are lowered, roadways are less congested and freight experiences less delay. People enjoy clean air and water and are healthier and happier because they incorporate physical activity into their daily routines.

Six Desired Outcomes

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader on climate change, on minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. Equity exists relative to the benefits and burdens of growth and change to the region's communities.



Increasing the number of trips made actively reduces auto traffic and keeps roadways running smoothly. The Hawthorne Bridge is an example of how replacing auto trips with walking, bicycling and transit reduces congestion. Photo: City of Portland

Challenges

Communities across the region have made major strides in making it easier to walk, ride a bicycle and access transit. Cities, counties and agencies have built and improved facilities, created better connections and supported programs and education, making the region one of the most pedestrian and bicycle friendly places in the country. In 2011, nearly 18% of all trips made in the region were made by walking and bicycling, higher than most other places in America.¹ Since 1994, bicycling for all trips increased 190%.

However, communities in the region still face challenges to increasing levels of walking and bicycling and are missing out on economic, health and social benefits. Performance outcomes in the 2014 Regional Transportation Plan indicate that current levels of investments and policies will not achieve many of the transportation targets.²

Challenges to increasing levels of walking and bicycling in the region and reaching regional safety targets and mode share targets for walking, bicycling and transit include:

¹ 2011 Oregon Household Activity Survey, mode shares are for all trips in Clackamas, Multnomah and Washington counties; bicycling 3.2%, walking 10.4% and bike/walk access to transit 4.2%. The U.S. average for combined walking and bicycle trips according to the 2001 National Household Travel Survey was 9.5% of all trips. Levels of walking, bicycling and transit access vary across the region.

² See Chapter 12.

1. **Major gaps exist in the region's planned pedestrian and bicycle networks.** Gaps in sidewalks, bikeways, trails and street crossings make it difficult, unsafe and unpleasant for people to access destinations that meet daily needs. Gaps in the network impact safety and discourage people from choosing to walk, ride a bike or take transit. Additionally, programs, such as Safe Routes to School, that have demonstrated success in increasing active transportation, are not available to everyone or comprehensive. It is not possible to expect substantial economic, health and mobility benefits associated with active transportation until the pedestrian and bicycle networks are substantially complete and programs are widely implemented.

The regional pedestrian and bicycle networks are not complete.

Regional trails/multi-use-paths: 44% complete

Regional bikeways: 51% complete

Regional sidewalks: 55% of all roadways in the regional pedestrian network (primarily arterials) have sidewalks on both sides of the road and 19% have a sidewalk on at least one side of the road.

Source: Metro regional sidewalk, bicycle and trail data, 2011.

2. **People would like to walk and ride bicycles more for transportation but feel unsafe doing so.** The fears are justified; serious pedestrian and bicycle crashes account for 20% of all serious crashes in the region, and pedestrian and bicycle crash rates are higher than their share of trips. Surveys and polls indicate that people would like to walk and bicycle more for transportation but feel unsafe doing so.^{3, 4} Additionally, the annual comprehensive cost of fatal and incapacitating pedestrian and bicycle crashes in the region is over \$81 million.⁵
3. **Not all communities have access to transportation options, especially those with low-incomes and people of color.** According to Transportation for America's report, *Dangerous by Design*, children, older adults, and racial and ethnic minorities experience

³ Analysis developed by the City of Portland identified that 60% of the population in Portland would like to ride bicycles more for transportation if it felt safer to do so (Geller, Roger. 2005, [Four types of cyclists](#), Portland Bureau of Transportation). Recent research by Dr. Jennifer Dill has confirmed the City of Portland's four types of cyclists definition. Dill, Jennifer and Nathan McNeil. [Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential](#).

⁴ [Metro Opt-In Active Transportation Survey](#)

⁵ [Benefits of Active Transportation & Considerations for Implementation](#), June 2013

disproportionately high fatality rates from pedestrian crashes.⁶ Regional data indicates that minorities and people with low-incomes use active travel at a higher rate than whites and people with higher incomes.⁷ Some of these people may not have access to a car and are “active transportation” dependent. Supporting populations that are already driving less by making it easier to drive less improves transportation equity and supports transportation choices that benefit everyone. Additionally, women in the region make half as many trips by bicycle as men, indicating that the bicycle network is not as comfortable or accessible for women.

4. **Limited funding dedicated to active transportation.** At historical levels of funding for stand-alone bicycle and pedestrian projects in the region, approximately \$10 million a year, it would take approximately 200 years to complete the active transportation projects identified in the 2014 Regional Transportation Plan.⁸ Limited sources of dedicated funding make it difficult to plan ahead and develop a pipeline of projects.
5. **Federal funding, a major source of funding for active transportation is declining.**⁹ Approximately 80% of funding for regional pedestrian and bicycle projects is from federal funds. Funding for the Federal Transportation Alternatives Program, created in the MAP-21 federal transportation bill is authorized at \$800 million annually, which represents a 33% cut from the \$1.2 billion previously appropriated to programs for walking and biking. And, interim guidance released by the U.S. Department of Transportation in October 2012 requires a new 20% state or local match for any new Transportation Alternative Program projects.¹⁰

Addressing these challenges may seem daunting. However, the region cannot afford not to invest in active transportation. Making it easier to walk, ride a bike and take transit addresses many issues that communities in the region care about: supporting the economy, addressing rising levels of obesity and related health problems, preventing deaths and serious injuries caused to people walking and bicycling on or crossing roadways, reducing costs of transportation by providing adequate alternatives, reducing roadway congestion and green house gas emissions, and protecting water and air quality.

⁶ Dangerous by Design, 2014. Available at: <http://www.smartgrowthamerica.org/documents/dangerous-by-design-2014/dangerous-by-design-2014.pdf>

⁷ 2011 Oregon Household Activity Survey.

⁸ Metro analysis, 2010. There are over \$2 billion of active transportation projects identified on the 2014 RTP financially constrained list of projects.

⁹ Federal funding programs, primarily administered by ODOT, TriMet and Metro, accounts for approximately 85% of the funding for active transportation in the region; state funding from the state gas tax accounts for approximately 7% and local funding sources account for approximately 8%. (Data: Metro 2010.)

¹⁰ Federal funding analysis provided by Transportation for America.

Recommendations

Expanding and completing the regional active transportation network and supporting active transportation programs will provide access to destinations that meet daily needs. Increasing access leads to an increase in levels of walking, bicycling and taking transit and to all of the benefits that are an outcome of active travel – economic vitality, better health and lower health care costs and a healthy environment.



Active transportation builds community and provides independence to those who cannot drive. Women enjoy a walk along the Willamette River and students at Cleveland High in Portland bike to school. Photos: Metro, The Oregonian

The following recommended policies and implementing actions were identified to increase levels of active transportation. The recommendations should be combined with land use and pricing policies to achieve the highest return on investment.

1. **Complete the active transportation network.** Completing the walking and bicycling networks, with access to transit, should be a top transportation priority. First fill gaps and then improve deficient facilities. In areas with high levels of walking and bicycling, deficient facilities should be considered gaps and also prioritized. Focus improvements for active transportation on connectivity, arterials, intersections, and crossings of busy streets.
2. **Make it safe to walk and ride a bicycle for transportation.** Fill gaps, provide more frequent roadway crossings, provide more separation from traffic and design facilities so that walking and bicycling is safe and comfortable for people of all ages and abilities. Increase education and awareness.
3. **Ensure that the regional active transportation network equitably serves all people.** Complete pedestrian, transit and bicycle networks and connect them to destinations that meet daily needs in areas with higher concentrations of environmental justice and underserved communities and where less investment has occurred in the past. Make walking and bicycling safe and accessible for people of all ages and abilities, and for both women and men.
4. **Support populations that are already driving less by making it easier to drive less.** Lower income households, people with disabilities, young people, and people of color

use active transportation and transit more often than other populations in the region.¹¹ Making walking and bicycling more accessible and visible makes it easier to drive less and supports people that are already driving less.

5. **Increase levels of funding dedicated to active transportation projects and programs and develop a pipeline of projects.** Increasing funding levels will allow the regional network to be completed sooner, providing more transportation options. If current funding were tripled to \$30 million per year the planned regional pedestrian and bicycle networks would be upgraded, expanded and completed within fifty years. Dedicated funding for active transportation supports development of a pipeline of projects that are 'ready to go' and can take advantage of funding opportunities.
6. **Better integrate and connect transit, walking and bicycle networks.** Region wide, nearly 85% of all transit trips start as a walking or bicycling trip.¹² Improvements that benefit walking and bicycling also benefit transit when the improvements provide direct and seamless access to transit. Improved access to transit allows people to access destinations across the region without a car.
7. **Make walking and bicycling the most convenient, safe and enjoyable choices for short trips less than three miles.** Nearly 45% of all trips made by car in the region are less than 3 miles.¹³ With complete networks and education and encouragement and other programs, many short trips made by car could be replaced with bicycle or pedestrian trips, increasing road capacity and reducing the need to expand the road system.
8. **Utilize data and analyses to guide transportation investments.** Data on pedestrian and bicycle travel, needs and benefits are not always included in analyses that guide decisions about transportation investments. Transportation analyses should be multi-modal.
9. **Include bicycle and walking improvements in roadway preservation projects whenever possible to make all streets in the region complete streets.** Many bicycle and pedestrian facilities are built when new roadways are constructed and as rural arterials are widened and developed to urban arterials. However, many roadways in the region that are missing sidewalks or bike lanes are not planned to be widened or increase auto capacity. Cities, counties and agencies should seek opportunities to

¹¹ 2011 Oregon Household Activity Survey. People between the ages of 25 and 34 make 25% of their trips actively.

¹² 2011 Oregon Household Activity Survey. Access to transit varies across the region.

¹³ 2011 Oregon Household Activity Survey

include bicycle and pedestrian facilities in preservation projects, such as repaving the roadway as a way to create complete streets.¹⁴

Regional data and transportation modeling indicate that as miles of walking and bicycling facilities increase, the number of trips made by walking and bicycle also increase. The region has already demonstrated that its commitment to active transportation pays off. For example, since 1994, trips made by bicycle in the region have increased over 190% – the fastest growth for any mode. Much of the growth in bicycling occurred in the City of Portland; however, in the areas outside of Portland bicycling mode share increased from 0.7% to 1.5%, which is higher than the national average of 1%.¹⁵

Communities in the region are demonstrating that investing in active transportation has multiple benefits to people, the environment and the economy. While the challenges the region faces to fill gaps and improve safety on the regional ATP bicycle and pedestrian networks and achieve the region's vision for active transportation are not insignificant, the region and the state has a strong track record supporting investments in bicycling and walking infrastructure and education. Greater levels of investment and commitment to implementing policies will be needed to achieve the transportation targets identified by local and regional leaders.



Regional coordination can help communities implement projects that require strong partnerships, vision and leadership, such as the Three Bridges project on the Springwater Corridor and the Fanno Creek Trail. Photos: Metro, The Oregonian

¹⁴ Recommended by the National Complete Streets Coalition
<http://www.smartgrowthamerica.org/complete-streets/implementation/changing-procedure-and-process>

¹⁵ 2011 Oregon Household Activity Survey